

REMARKS / ARGUMENTS

Reconsideration of the application as amended is respectfully requested.

Before entry of the present amendment, Claims 1-12 and 18-21 were pending, and claims 13-17 were withdrawn/restricted.

Currently, claims 1-4 and 19-21 are being canceled. Claims 5-6 and 8-12 were objected to as being dependent upon a rejected base claim, but would be allowable if rewritten in independent form including all of the limitation of the base claim and any intervening claim. The present amendment puts claims 5, 6, and 8 in independent form, with claims 7-12 dependent from one of these. Also, new claims 22-25 are dependent from one of these, and therefore claims 5-12 and 22-25 should be in condition for allowance.

In particular, Claim 5 is currently amended in a way that covers folded bearing fulgrum load wings only of the type accepted by the examiner. Claim 6 is currently amended in a way that covers such wings that are turned at angles, which was also accepted by the examiner, and claims 9-11 rewritten and in a way that they cover the bearing fulcrum load wings that are turned at an angle, which was also accepted by the examiner.

Claim 7 is currently amended in a way that now covers a plurality of foling bearin fulcrum load wings of the type that were accepted by the Examiner.

Also, claims 18-21 were rejected under 35 U.S.C. 103(a); however, claim 18 is currently amended to include what appears to be the patentable restrictions allowed in claim 5, i.e. foldable bearing fulcrum load wings wherein said folding results in tunability. It is felt that the this amendment now puts Claim 18 in condition for allowance by being amended in a way that overs

folding bearing fulcrum load wings only of the type allowed by the Examiner.

For clarification purposes, in the MacManus reference (U.S. Patent No. 5, 046,154) the examiner incorrectly described "the pair of wings 33". Nevertheless, in the description of the invention it is written "tabs 33 (FIG. 1) attached to the outer shell 26 and a support for the encapsulated armature and shaft assembly 14 (support not shown.)" . When support 14 was not shown in the drawing, it might be an illusion that detail 33 looks like "the pair of wings", but, in fact, they are "tabs" that must be attached to a support 14, which was not shown, according to MacManus.

It is felt that there is a significant difference between "wings" and "tabs", especially regarding the present invention. Currently, one end of a bearing fulcrum load wing is attached to a housing of a bearing-fulcrum, but another end remains freely moving (not attached), otherwise the meaning of the present invention is lost. The wings are freely moving at one end, tabs are firmly attached at both ends. There are real wings (single, folding, multiple, etc.) that are actively moving within process of operation of a turbine-generator set (turning themselves, changing their length, width, weight, etc. manually or with use of computer system, and tuning vibration dampening capabilities). No stop of a rotary machine is needed to prevent and to damp vibrations by this apparatus. A free moving of the wings that is needed in the present invention may not be done if both ends of the wings are firmly attached, as in MacManus'.

It is felt that it was mistakenly overseen that "tabs 33" were attached to a support 14, as a support was not shown in the drawing of MacManus, although mentioned in the text of MacManus as both ends of the tabs are being attached.

Furthermore, the objective of MacManus' invention (U.S. Patent No. 5, 046,154) is, citing MacManus, "for sealing in dampening fluids and for allowing magnetization of the armature after assembly of the capsule, providing protection against contamination by dust, etc." (end of quotation). There is nothing whatsoever said in a complete text of the invention, that it intends to prevent and to damp vibrations at a rotary machine.

Consequently, reference 5 should be rejected. Although reference 5 should be rejected, the corresponding Claims were canceled, currently amended, or rewritten in order to avoid further referring to that or similar inventions.

Regarding references to Lawrence (U.S. Patent No. 1,777,852) the present invention is not related to inventing motors or electric machines themselves, but to the improvements of rotary machines that should be done with use of the specified bodies, the bearing fulcrum load wings, that should be installed at the bearing housings to prevent and to damp vibrations at rotary machines for those machines remaining in operation. It is foreseen in the present invention that the tuning of dampening capabilities of bearing fulcrum load wings is to be done manually or with use of computer system.

Beyond that, the objective of the invention of Lawrence is different (i.e., citing Lawrence, inventing of the motor elements ensuring motor-pump "assemblage and disassemblage independent of the pump elements" (end of quotation), when nothing whatsoever is said in a complete text of that invention about preventing and damping vibrations, the subject matter of my invention is totally different, as both the design of the apparatus itself and the whole idea of my invention are different from what is in Lawrence's. The subject matter of assemblage and

disassemblage of a motor-pump is different from preventing and damping vibration at a rotary machine.

There is nothing in common with the present invention and assembling/disassembling the whole motor-pump within process of operation of that motor-pump in order to prevent or to damp vibrations of that motor-pump. The means of Lawrence can not conduct an active tuning of vibration dampening capabilities within process of operation of motor-pump. Those means are different in the design and the purpose. There are no bearing fulcra load wings for the purpose to damp vibrations.

Regarding reference to Alexander (Patent No. 4,735,036); Takahashi (Patent No. 4,561,774); Crenshaw (Patent No. 5,109,943); Kato (Patent No. US2002/0139625), on to that vibration dampening controlled by changing the length, width, or weight of supporting elements (bearings, wings, shaft and so on), none of the above-mentioned inventions can actively control vibration dampening capabilities within process of operation of a rotary machine. To change those parameters of the indicated supporting elements presently, a machine must be stopped in operation. In the present invention, changing of vibration dampening capabilities is conducted so that it can be done within process of operation of a machine. Beyond that, it can be done with use of computer system. The above-mentioned inventions, by subject matter, are different from the design and the purpose of my invention.

Regarding reference to Kahara (U.S. Patent No. 6,857,335B2) on that the modification of the turbine-generator with control means made by the applicant as taught by Kahara (when shifting the transmission to a shift range) can not be correct since no change of the velocity of

rotation of rotor system is needed, i.e. no change of the level of production of electricity, or other avenue, is needed, to prevent and to damp vibration within process of operation of the turbine-generator. Thus, the subject matter of the present invention, in the design and the purpose of the device, are different from what is in Kahara's.

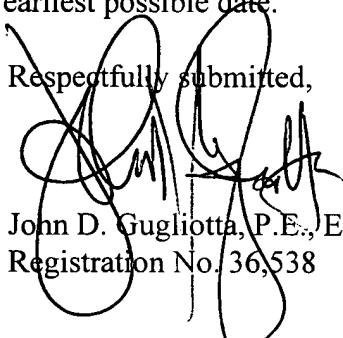
It is clearly indicated in the description of the invention by Kahara that his invention relates, "to shift devices provided in vehicular automatic transmissions" (end of quotation), further "it is an objective of the present invention to provide a shift device that adds to the flexibility of the design of a shift pattern." (end of quotation).

Placement of a shift for transmission at a turbine-generator machine, where shift of transmission is currently done by loading/unloading of the pressure of steam/gas/liquid, etc. sent on turbine to rotate rotor of generator, may be problematic and not necessary, as it will result in sending the overload of the product into by-pass pipelines to by-pass the turbine. Moreover, such shifting is dangerous as it may lead to destruction of the blade apparatus of turbine. Otherwise, placement of a shift for transmission on the generator that rotates rotor of turbine is not a new idea, and used in practice for many years before Kahara. In case of electrically driven generator that rotates rotor of turbine, the shift can easily be done by changing the electric power load to generator. Such "changing", by a shift device or by loading/unloading the level of electric power to generator, automatically results into changing of the level of production that affects the whole technological process of production, including of the final revenue, at the plant, and therefore, can not be a sufficient method so far. Therefore, it is a general rule in the Technological Instruction that when beyond-normal vibrations occur at the turbine-generator within process of

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operation, the turbine-generator set must be stopped (to eliminate the source of vibration by presently known methods), or, in majority cases, the turbine-generator set will be stopped automatically by automatic control system. The present invention does not need to change the level of production of electricity or other revenue in order to prevent and to damp vibrations at turbine-generator within its operation, and, in contrast to the typical method of taking the turbine-generator off-line, shutting it down and then eliminating the source of vibration, my invention allows the turbine-generator to remain operational during adjustments. Thus, it remains on-line producing electricity and associated revenue. By preventing any slight increase of vibration, and damping beyond normal vibrations keeps a complete vibration situation upon the turbine-generator permanently normal. It does not affect in any way the technological level (by reducing/increasing or putting off-line) of production of electricity and associated revenue. All of that makes my invention both more efficient and more safe for customers.

Therefore, in view of foregoing amendments and clarifications, the applicant submits that allowance of the present application and all remaining claims, as amended, is in order and a formal Notice of Allowance is respectfully requested at the earliest possible date.

Respectfully submitted,

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